What is claimed is:

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A method for operating a two-stroke engine including a two-stroke engine for a portable handheld work apparatus, the two-stroke engine including: a crankcase; a cylinder connected to said crankcase; said cylinder having a cylinder wall defining a cylinder; a piston displaceably mounted in said cylinder for reciprocating movement therein and said piston and said cylinder conjointly defining a combustion chamber; a crankshaft rotatably mounted in said crankcase; a connecting rod connecting said piston to said crankshaft so as to permit said piston to drive said crankshaft as said piston reciprocates in said cylinder; said crankcase having an inlet through which an air/fuel mixture is drawn into said crankcase during an intake phase of said engine; a transfer channel for conducting said air/fuel mixture from said crankcase into said combustion chamber; and, a fluid channel communicating with said transfer channel; the method comprising the steps of:

drawing a fluid into said transfer channel through said fluid channel during said intake phase and storing the inducted fluid in said transfer channel with said fluid being a fuel-poor to fuel-free fluid; and,

adjusting lambda (λ) of said air/fuel mixture stored in said crankcase in a range of approximately 0.2 to 0.6.

- 2. The method of claim 1, wherein said lambda (λ) is adjusted in a range of 0.3 to 0.5.
- 3. The method of claim 1, wherein said lambda (λ) is greater than 0.6 at idle and drops to a value of approximately 0.3 with

increasing load.

- 4. The method of claim 1, wherein said lambda (λ) drops approximately continuously as a function of load.
- 5. The method of claim 1, characterized in that said lambda (λ) remains approximately constant in a part-load range following idle.
- 6. The method of claim 1, wherein the inducted fluid volume is essentially completely stored in the volume of the transfer channel.
- 7. The method of claim 1, wherein said engine has a plurality of said transfer channels and each of said transfer channels has a volume lying between an entry window of said transfer channel to said combustion chamber and a transfer window to said crankcase; and, said total volume of said transfer channels is designed to be greater than the volume of said fluid inducted at full load.
- 8. The method of claim 7, wherein said total volume of said transfer channels amounts to approximately 15% to 35% of the piston displacement of said engine.
- 9. The method of claim 1, wherein said lambda (λ) of the mixture, which participates in the combustion, is adjusted to approximately 0.70 to 0.95 over the entire load range.
- 10. The method of claim 1, wherein said engine is a

piston-port controlled scavenging advance store engine.

- 11. The method of claim 1, wherein said engine is a membrane-controlled scavenging advance store engine.
- 12. The method of claim 1, wherein the engine has a membrane-controlled or rotating-disc controlled mixture inlet and a piston-port controlled fluid inlet.